THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
E. St. JOHN NEALE,
Secretary of Legation.
H. M.'s Legation, Shanghai, 22nd June, 1860.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
LAURENCE OLIPHANT,
Secretary of Legation.
H. B. M.'s Legation, Yedo, 20th July, 1861.

Vol. XII., No. 593. SHANGHAI, SATURDAY, DECEMBER 7, 1861. Price, Taels 15 ₽ Annum.

INTIMATIONS.

NOTICE.

THE Management and Editorial responsibility of the *North-China Herald* is this day assumed by Mr. Samuel Mossman.
Shanghai, 5th October, 1861.

NOTICE.

ALL persons indebted to the Estate of the late Dr. E. C. Bridgman are requested to make immediate payment to the Rt. Rev. Bishop Boone, who will act as my Attorney; and all persons having claims against the said Estate will please present them to the same, before the 1st of January next.

ELIZA J. BRIDGMAN.
Executrix.
1ja Shanghai, 13th November, 1861.

NOTICES OF FIRMS.

NOTICE.

MR. AUGUST WIETERS is authorised to sign our Firm per procuration.

HARKORT & Co.
14de Shanghai, 23rd November, 1861.

NOTICE.

MR. Thomas Frederick Ballance is authorised to sign our Firm by procuration.

GEO. BARNET & Co.
28de Shanghai, 1st November, 1861.

NOTICE.

MR. Albert N. Shearer is admitted a Partner in our Firm.

Mr. Frederick Jenkins is this day authorised to sign our Firm.

HOWARD & Co.
12ja Shanghai, 12th October, 1861.

NOTICE.

THE Business hitherto conducted by the Undersigned, will from this date be carried on under the Style or Firm of Wheelock & Co.

Mr. PETER WILLIAM LACY is this day, admitted a Partner in the Cargo Boat Business.

J. ANDREWS WHEELOCK.
14de Shanghai, 2nd September, 1861.

NOTICE.

WE have established a branch of our Firm at Nagasaki, and Mr. Edward Harrison is authorized to sign our name per procuration at that Port.

BLAIN, TATE & Co.
1ma Shanghai, 31st August, 1861.

NOTICE.

MR. JOHN SPRINGFIELD ROBISON is admitted a Partner in our firm.

LINDSAY & Co.
tf Shanghai, 1st July, 1861.

NOTICE.

THE business of *Public Tea Inspector*, hitherto conducted by Mr. John Blain, will be continued by the undersigned.

BLAIN, TATE & Co.
tf Shanghai, 2nd January, 1860.

NOTICE.

MR J. TRUELSEN is authorised to sign my name per procuration.

J. BOHSTEDT.
6ma Ningpo, 27th August, 1861.

NOTICE.

THE Firm of the undersigned has this day been dissolved. Mr. J. Bohstedt will carry on our Business in future in his own name and likewise settle all outstanding accounts.

WADMAN & Co.
4ja Ningpo, 1st January, 1861.

NOTICE.

THE Interest and Responsibility of Mr. EDWARD PEREIRA in our firm ceased on the 30th June, 1858, and that of Mr THOMAS COATES LESLIE on the 30th June 1860.

DENT & Co.
14de Hongkong, 26th August, 1861.

NOTICE.

THE interest and responsibility of Mr. Albert Deacon in our Firm ceased on the 31st March last.

Mr. Thomas S. Odell is this day admitted a partner therein.

DEACON & Co.
2fe Canton, 14th October, 1861.

NOTICE.

THE business of the Undersigned will from 1st October next, be carried on under the style and firm of Mackellar & Co.

Mr. William Grant Gordon is authorised to sign the said firm per procuration.

J. MACKELLAR.
4ja Hankow, 30th September, 1861.

NOTICE.

THE business of the Undersigned will from the 1st of October next be carried on under the style of Richard Dudley & Co.

RICHARD DUDLEY.
20se Hankow, 19th September, 1861.

NOTICE.

I HAVE this day established myself as a *General Commission Agent* at this port, under the style of Morison & Co.

J. MORISON.
tf Hankow, 23rd June 1861.

NOTICE.

THE Undersigned has established himself at Hankow as *Tea Inspector and General Commission Merchant.*

CRAVEN WILSON.
tf Hankow, 20th March, 1861.

NOTICES OF FIRMS.

NOTICE.

WE have established ourselves in business at this port, as *General Commission Agents*, under the style or firm of Cameron & Co.

WILLIAM CAMERON.
R. H. WOODWARD.
25ja Kiukiang, 21st October, 1861.

NOTICE.

WE have this day entered into Partnership as Commission Merchants at this Port, under the style of Maitland, Bush & Co.

HENRY EDWARD BUSH.
ROBERT KELLY MAITLAND.
26ap Ying-tsze, Newchwang District,
1st October, 1861.

NOTICE.

I have this day established as a *General Commission Agent* at this Port, under the Style of Pedder & Co.

JAMES N. PEDDER.
23ma *Tientsin, 11th November, 1861.*

NOTICE.

THE Undersigned beg to inform the Residents of Shanghai that they have established themselves at this Port as *General Storekeepers and Commission Agents* under the Name and Style of Williams & Co.

CHARLES P. WILLIAMS.
W. SMITH STEVENS.
tf Tientsin, 16th June, 1861.

NOTICE.

THE undersigned has this day established himself at this port as General Mercantile Agent under the style of MEADOWS & Co.

JOHN A. T. MEADOWS.
6ap Tientsin, 18th March, 1861.

NOTICE.

M. G. HOLMES having established himself as Commission Merchant and General Agent in Chefoo will have special facilities for the transaction of business in that place, among which are a knowledge of the language and an extensive acquaintance with Chinese merchants.
6ap

NOTICE.

I beg to notify that the business at this Port in my name, will (after the 1st July next) be carried on in the name of Keppell & Co.

THOS. KEPPELL.
tf Nagasaki, 2nd July, 1861.

NOTICE.

I have this day established myself at this Port as Tea Inspector and General Commission Agent.

MORGAN MACLEAN.
tf Nagasaki, 10th June, 1861.

NOTICE.

I have established myself at this Port from this date as a *General Commission Agent.*

THOMAS B GLOVER.
tf Nagasaki, 1st May, 1861.

NOTICE.

I Have this day established myself as *General Commission Agent* at this port.

CHARLES HAGEDORN.
4ja Nagasaki, 15th December, 1860.

NOTICE.

I have this day established myself here as a *Public Silk Inspector.*

J. M. JAQUEMOT.
28de Yokohama, 28th August, 1861.

NOTICE.

THE interest and responsibility of Mr. C. H. Richards in our Firm ceased this day. The business will be continued under the name of O. H. Baker & Co.

C. H. RICHARDS.
2fe Yokuhama, October 14th, 1861.

SPENCER COMPTON,
(Late of Canton and Shanghai),
Commission Merchant.
No. 7, Frederick's Place,
Old Jewry.
LONDON.
E. C.

JOHN POOK,
Commiss'on Agent
40, Lime Street,
LONDON.
tf *E. C.*

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above-named Company at this Port, are prepared to grant Policies against Fire to the Extent of £5,000 on Buildings or on Goods stored therein.

MACPHERSON & MARSHALL.
tf Yokuhama, 24th, October, 1861.

HONGKONG INSURANCE COMPANY.

POLICIES of Insurance are now issued in this Office at Fuchau by the Agents at that Port, Messrs. Rusden Phipps & Co.

LINDSAY & Co.,
Secretaries Hongkong Insurance Company,
tf Shanghai, 26th August, 1861.

LIVERPOOL & LONDON FIRE & LIFE INSURANCE COMPANY.

THE undersigned having been appointed Agents of the above Company at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

DOW & Co.
tf Shanghai, 20th April, 1860.

INSURANCES.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of £10,000,—on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

NOTICE

Sun Mutual Insurance Company	Assets,	$1,761,000
Mercantile Mutual Insurance Company	"	$1,140,000
New York Mutual Insurance Company	"	$1,036,000

THE Undersigned, having been appointed Agents in China for the above-mentioned Insurance Offices of New York, are now prepared to issue Policies upon Marine risks upon the usual terms, to an extent not exceeding One Hundred Thousand Dollars upon any one risk.

Policies will be made payable in London, Liverpool, Hongkong, Shanghai, Singapore, and Bombay, and arrangements will shortly be completed for the adjustment of losses in Calcutta.

In addition to the usual bonus, a cash return of *Five per cent* upon the net amount of premium contributed on terminated risks will be made to Insurers at the end of each year, in lieu of the Script Dividend issued at New York

AUGUSTINE HEARD & Co.
tf Shanghai, 24th September, 1861.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned Agents in Shanghae for the above Company are prepared to accept assurance as under:

On private Dwelling Houses of the best description, *used strictly as such*, and the contents consisting of Household furniture, &c., therein, in private use, at the rate of ¾ *per cent per annum*

On Buildings of Brick or Stone covered with Tiles, Slates or Metal, detached from Chinese Tenements, and on their contents at the rate of *one per cent per annum*, and to the extent of £10,000 on each separate building.

A Building and its contents taken together form one risk. Thus the above sum may be underwritten on a Building alone, or on the contents alone, or part on the Building and part on the contents.

Assurances for Six months will be charged *three-fourths, and for* Three months *one-half of the annual rate.*

No Assurance is to be considered in force until the premium be paid.

Amongst other advantages of the Company, the Assured will be entitled to participate in the Profits after five successive payments.

Parties applying for Assurances will please send in full particulars of the Risk to be taken; any deviation from which, without the consent of the Company, will vitiate the Policy.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
tf Shanghae, 2d June, 1860.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

RELIANCE MARINE INSURANCE OFFICE.

THE undersigned have been appointed Agents for the above named Company at this Port, and are prepared to Grant Policies on Merchandize by first Class Vessels to any part of the World, payable in *London, Bombay, Calcutta, Singapore, Hongkong* and *Shanghai.*

GIBB, LIVINGSTON & Co.
tf Shanghai, 1st March, 1850

THE LONDON & ORIENTAL STEAM TRANSIT-INSURANCE OFFICE.
(Established 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at Lloyd's and the various London Insurance Companies.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy,* the *Straits, Ceylon,* the *Presidencies of India, Suez,* and *England.*

The interest in the protecting Policies is assigned to the Peninsular & Oriental Steam Navigation Company, for the purpose of their becoming the Medium of Payment in the event of loss.

For Rates of Premium and other Information, apply to

M. Fischer, *Hongkong.*
E. Warden, *Shanghai.*
S. J. G. Jellicoe, *Singapore.*
T. H. Tronson, *Calcutta.*
Robert Franck, *Madras,* or
John Ritchie, *Bombay.*

The undersigned will also accept Risks upon all *first class* Steam-ships (other than those of the Peninsular and Oriental Company) trading between the above mentioned Ports.

JAMES HARTLEY & Co.
London, 26th November, 1859.

INSURANCES.

QUEEN INSURANCE COMPANY.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ¾ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ¾ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum*; ½ *per cent for* 3 *months,* and ¾ *per cent for* 6 *months.*

Policies will be granted to the extent of £5,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

EASTERN MARINE INSURANCE COMPANY.

A BRANCH of the above Company having been opened at *Foochow,* Policies will now be granted upon risks from that port.

TURNER & Co.,
Agents in China for the
Eastern Marine Insce. Compy.
tf Hongkong, 9th July, 1860.

ROYAL INSURANCE COMPANY OF LIVERPOOL.
Capital Two Millions Sterling.
Trustees,
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf Shanghai, 1st January, 1859.

NOTICE.

THE undersigned are appointed Agents for the *Underwriters* and *Marine Insurance Companies of Hamburg.*

HARKORT & Co.
28de Shanghai, 17th December, 1858.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.
Shanghae, 1855

FOR SALE.

Wm. DATO & Co.

HAVE just landed ex *Merse* and *Celestial,* a good assortment of STATIONERY, as Account Books, Foolscap, Letter and Note Paper, Drawing Pencils and Inkstands.

ELECTRO-PLATED WARE, as Cruet, Pickle, and Liquor Frames, Bread-baskets, Toast-racks, Grog-kettles, Candlesticks, &c.

HARDWARE:—Knives, Registered Stoves, Fenders, Fire-irons, Coal-scuttles, Lamps, Japanese Deed, Despatch and Cash Boxes.

BROADCLOTH:—Doeskins, Velvet Table Covers, Silk Umbrellas, and Toys.

21de Shanghai, 30th November, 1861.

NOTICE.

JUST PUBLISHED.—A Book containing the English, French, American, Russian, Dutch and Portuguese Treaties, with China and Japan. Price for Single Copies Tls. 5 each.

North-China Herald Office,
tf October 16th, 1861.

FOR SALE.

FINEST Pale Ale in 4 doz. Cases at Tls. 1.6.5 per doz. for not less than 5 Cases.

Champagne of the first quality, Crême de Bouzy, in 1 doz. Cases at Tls. 12 per doz.

Finest Pale Sherry and Old Port in 3 doz. Cases at Tls. 8 per doz.

Apply to

WATSON & Co.
tf Shanghai, 20th September, 1861.

FOR SALE.

CHAMPAGNE.

(St. Péray Mousseux),	in 2 dz. c. a	₽ dz.	T.	10
(Perrier & Jouet), ...	1	"	"	10
Pale Sherry.				
(Miss & Co.), ...	2	"	"	7
(Lopes Villegas), ...	2	"	"	7
(Other Brands), ...	3 & 2	"	"	7
Port..................	3	"	"	8

W. R. ADAMSON & Co.
tf Shanghai, 13th November, 1860.

FOR SALE.

J. & C. WHITE & Co.'s

Pale Sherry	in cases of 2 doz. ea.,	Tls.	8	per doz
Pale Brandy	" 1	"	" 9	"
Claret	" 2	"	" 9	"

29ju BOWER, HANBURY & Co.

FOR SALE.

GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

HOUSES & LAND.

TO BE LET.
For a Term of Years, together or separately.

THE House and Godowns now occupied by Messrs. Thorne, Brothers & Co. Entry from 1st April.

Apply to

ALEX. CUSHNY.
tf Shanghai, 30th November, 1861.

TO LET.
From 1st of January next.

THE Premises in Bridge Street, at present in the occupation of Messrs. T. Kroes & Co.

Apply to

MOSES & Co.
tf Shanghai, 4th November, 1861.

FOR RENT.
From 1st January next.

THE Premises immediately adjoining the *North-China Herald* Office. Will be put in complete repair.

Enquire *North-China Herald* Office.
tf Shanghai, 25th October, 1861.

FOR SALE.

TWO Lots of Land suitable for Building purposes, each containing about 7 Mow; one with a frontage to the Soochow Creek and both abutting on the property of Messrs. Johnson & Co., of whom or from the Undersigned further particulars may be obtained.

BARNES DALLAS.
tf Shanghai, 8th August, 1861.

PUBLIC SALES.

NOTICE.

THE Undersigned has received instructions to sell by Public Auction (due notice will be given of day of sale), the following Lots of Land, viz:—

Lot 1.—A piece of Land on the North of Consulate Road, bounded on the East by Dr. Barton's Land, Lot. No. 117*a*, on the West by Messrs. Johnson & Co.'s Hong—the measurement of the Land is about 6 mow 5 fun more or less, European House and Godowns only to be erected on this Lot.

Lot 2.—A piece of Land on the North of the above, bounded on the East and West by same boundaries as Lot 1, and on the North by Capt. Morris' Land—measuring same as Lot 1.

Lot 3.—A piece of Land bounded on the South and West by Messrs. Johnson & Co.'s Hong, on the North by the Soochow Creek Bund, and on the East by Capt. Morris' Lot—measuring about 7 mow more or less.

The Boundaries of the Lot will be given, but no superficial measurements will be guaranteed.

Plans will be prepared shortly, for which and further Particulars apply to

BARNES DALLAS.
tf Shanghai, 2nd October, 1861.

MISCELLANEOUS.

NOTICE.

ALL persons indebted to or having claims against the Estate of the late George H. Woodfall, are requested to make payment or to present the same without delay to,

ROBT. REID.
14de Shanghai, 29 November, 1860.

COMMERCIAL BANK OF INDIA.
SHANGHAI AGENCY.

LETTERS of Credit and Bills of Exchange granted on London, Bombay, Calcutta, Hongkong, Foochow, and Hankow.

Deposits received at Interest for fixed periods, the Terms of which may be ascertained on application at the Bank

Approved Local Bills discounted and Loans granted on Deposit of approved security.

H. HOWE WIGGINS,
Agent.
22fe Shanghai, 10th November, 1861.

Commercial Bank of India,
Bombay, *14th September*, 1861.

NOTICE is hereby given that a Branch of this Bank has been opened at Foochow, under charge of Mr. Charles F. Beart, as Acting Agent.

By order of the Board of Directors.

PAT. ROSE HARPER,
21de *Acting Manager.*

NOTICE TO MARINERS.

THERE are now in Simon's Bay and Table Bay, Cape of Good Hope, Patent Slips in first rate working order, capable of taking vessels of 2,000 Tons, where every facility can be obtained and repairs done on reasonable terms.

18ja October 19, 1861.

SHANGHAI FOREIGN PILOT OFFICE.

BOATS "*Underwriter,*" "*Sea Dog,*" and "*Snake.*"

All orders for Pilots promptly attended to.

Office at

Messrs. MACKENZIE & Co.
tf Shanghai, 9th September, 1861.

FREDK. WILKIE,
General Commission Agent,
Auctioneer, &c.,
Ships supplied at the shortest notice.
30my HAKODADI, JAPAN.

NEW ADVERTISEMENTS.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship *Aden* Capt. J. BERNARD, will be despatched from Shanghai, on *Sunday, the 8th instant, at daylight* (or such time of the night *of the 7th* and *8th*, as the state of the tides may require), with Her Majesty's Mails, for conveyance to Europe *viâ* Hongkong.

She will have room for 2,200 bales of SILK for Ports beyond Suez, applications for which will be received until *Noon of To-day, the 5th inst.* when the usual allotment will be made.

CARGO will be received on board up to 5 P.M. *of Friday, the 10th current*, and PARCELS at this Office until *Noon* of the same day.

Correct forms of Bills of Lading can be had on application to this office.

E. WARDEN,
Agent.
P. & O. S. N. Co.'s Office,
Shanghai, 5th December, 1861.

N.B.—Shippers of Cargo on the Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

FOR LONDON

THE *HENRY MILLER* will have immediate dispatch after discharge of her Inward Cargo, having the greater portion her Outward Freight engaged.

GIBB, LIVINGSTON & Co.
o Shanghai, 7th December, 1861.

NOTICE.

ALL persons having claims against, or being indebted to, the Estate of the late JAMES CAMERON, Master Mariner, are requested to communicate with the Undersigned before the 31st December, 1861.

F. C. SIBBALD.
14dc Shanghai, December 3rd, 1861.

NOTICE.
SHANGHAI DRY DOCK COMPANY.

E. HAWKINS, *Superintendent.*

THE Shanghai Dry Dock at Hong-Kew, receives Ships of 14 feet draft and 200 feet length, or less, at the lowest charges of the Port.

The Shipwright work upon any vessel entering this Dock is open to general competition.

The Dock Company is not responsible for any debt incurred in the name of the Dock, unless the contract is signed by both the Superintendent and the Chairman of the Company.

P. LOUREIRO.
o Shanghai, 1st December, 1861.

THE
North-China Herald.
SHANGHAI, SATURDAY, DECEMBER 7, 1861.

NOTICE.—The Hours of DIVINE SERVICE in TRINITY CHURCH, are on Sundays, at 11 A.M. and 3.30 P.M., also on Wednesday at 4 P.M.

NOTICE.—DIVINE SERVICE will be held at the HOUSE of the late Rev. Dr. BRIDGMAN every Sunday morning at half-past 9 o'clock, instead of at the LONDON MISSION CHAPEL, until further notice.

NOTICE.—SEAMEN'S CHURCH: Services in the morning at 11 o'clock, and in the afternoon at 3 o'clock.

NOTICE.—DIVINE SERVICE is held in the Chapel of the American Episcopal Mission at *Hoong Kow*, every Sunday evening at 7 o'clock

NOTICE.—DIVINE SERVICE is held in the Roman Catholic Chapel, near the French Consulate, every Sunday, at 8 and 10 o'clock in the morning and 6 o'clock in the evening.

LATEST DATES.

England,	Sep. 26	Hankow,	Nov. 28
Hongkong,	Nov. 30	Nagasaki,	Nov. 20
Tientsin,	Nov. 27	Kanagawa,	Oct. 26

Latest dates in England, from China,—
Hongkong ..July 28 } Received *viâ* Marseilles,
Shanghai .. „ 18 } Sept. 16.

BIRTH.

At Hongkong, on the 27th November, the Wife of G. W. BENNETT, Master of the Receiving-Ship *Wellington*, Shanghai, of a Daughter.

DEATHS.

At Hongkong, on the 10th November, on board H.M.S. *Encounter*, JOHN B. JACKSON, Paymaster.

At Shanghai, November 30th, CHARLES LEMIST, infant son of John Andrews and Frances A. Wheelock.

COMPARISON OF OBSERVATIONS
taken by
A SELF-REGISTERING THERMOMETER
in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.
FOR THE WEEK.

	Ending 6th Dec. 1861		*Ending 6th Dec. 1860*	
November 30.—	*Max.* 53	*Min.* 38	*Max.* 51	*Min.* 41
December 1.—	„ 46	„ 35	„ 58	„ 40
2.—	„ 43	„ 38	„ 53	„ 40
3.—	„ 46	„ 35	„ 54	„ 44
4.—	„ 47	„ 39	„ 57	„ 46
5.—	„ 57	„ 44	„ 58	„ 43
6.—	„ 57	„ 38	„ 59	„ 46

To be continued weekly.

QUOTATIONS.
(Friday.)

EXCHANGE,—*On London*—Bank Rate, 6s.*/s.* 6s. 1½*d.* per Tael. Credits, 6m.*/s.* 6s. 2*d.* *a* 6s. 2¼*d.* per Tael. Bills with documents, 6m.*/s.*, 6s. 2¼*d.* *a* 6s. 2½*d* per Tael.

OPIUM.

	Malwa Tls.	*Patna* Tls.
November 30,	553	595 *a* 600
December 2,	560	600
3,	560	600
4,	560	600
5,	no quotations	no quotations
6,	540	600

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—December 6, *Robert Henderson* (Br. sh.), Lugean, from New Zealand; 6, *Snake*, (H. M. disp-boat), Knevitt, from Peiho; *Imperieuse*, (H. M. frigate), ——, from Yokuhama, 6, *Custom House Schooner*, ——, returned.

DEPARTED.—December 6, *Ora*, (Ham. bg.), Marden, for Ningpo; 6, *Bouncer*, (H. M. g-b). Cressy, for ——; 6, *Fenella*, (Br. str.), Shaw, for Hankow.

PASSENGERS.

ARRIVED.—Per *City of Nantes*, from Hongkong, Mr. Ferguson. Per *Carthage*, from Hankow, Mr. A. Campbell. Per *Fiery Cross*, from Hongkong, Mrs. Magnan and Mr. Magnan, United States Consul for Ningpo, Dr. Eastlack, Messrs. Dow, Lloyd, Weston, and Schwemann. Per *Aden*, from Hongkong, Mrs. H. N. Osgood Capt. Gough, Messrs. Robbie, Lough, J. Heard, G. B. Dixwell, F. R. Routh, A. Provand, Simpson, J. Brandit, and 2 discharged Soldiers of 67th and 31st Regts. Per *Chusan*, from Ningpo Capt. Reynolds. Per H.M.S. *Snake*, from Peiho Capt. Danbeney H.M. 67th Regt., and Mr. T. T. Irvine H.M. 44th Regt., A.D.C.

DEPARTED.—Per *Suprise*, for Hankow, Reverend and Mrs. W. Muirhead. Per *Lyeemoon*, for Hongkong, Mr. and Mrs. Sassoon, and Mr. P. [illegible]. Per *Governor General*, for Hankow Messrs. Roche, Jenkins, and Hall.

THE London Mail of 10th Oct., due in Hongkong on the 24th ulto. and here on the 1st inst. not yet arrived. Last year it was received on the 3rd December per *Formosa*.

THE P. & O. Co.'s steamer with the Mail for Europe will leave to-morrow at daylight.

WHILE we have been recording in this journal recent events of a momentous character, regarding the established Government of China, which promise "Union in the cause of Law and Order," under a powerful and vigorous Regency, we have at the same time shown—from the accounts furnished by truthful and intelligent correspondents—that the insurgents, who are endeavouring to supersede that power, are without the shadow of an efficient executive or legislative power; recognizing no law beyond that of the outlaw, whilst they strew anarchy and disorder broadcast throughout the land. The ancient capital of Nanking, where they hold their demon rule, under the false appellation of the City of "Great Peace," is like the ruins of Thebes inhabited by wolves and hyenas. The howling of these wretches, "clad in sheep's clothing," reverberates through the deserted streets and desolate habitations, like the laughing yells of their ferocious animal-prototypes in the gloomy forests of the West. It is even more desolate, more deserted in the surrounding country where they have spread their sanguinary hands. The cheerful villages, where smiling children used to romp with glee in the merry sunshine, are now heaps of blackened ashes, beneath which their fathers bones lie scorched—places which their mothers may never visit again; for they are now in the bonds of worse than slavery. What a subject for contemplation to the man of feeling; what harrowing sights to the lover of humanity—of whatever race or creed. That mind, indeed, must be heartless and abject, that can ruminate upon this subject with callousness, or which attempts for an instant to justify the acts of these murderous wrong-doers against the prosperity and happiness of Mankind.

From these melancholy scenes, let us view the chiefs of this unhallowed rebellion, surrounded by their tawdry state, at their ungodly quarters in the palaces of the Mings. Here, amidst heaps of golden ornaments, jewels, gems, and costly raiments—of which they have despoiled the peaceable and industrious inhabitants of wealthy and learned cities—the ignorant and base-born leaders of the deluded multitude luxuriate in a sensual existence, heedless of the misery they are bringing upon their fellow-countrymen and women. To them the Scriptural text, "Sufficient for the day is the evil thereof," applies forcibly. So long as they can "eat, drink, and be merry" they care not how the people starve; and while the groans and shrieks of tens of thousands, whom their followers have massacred and ruined, fill the air afar off with an awful agony of appeal to the justice of Heaven, these monsters rejoice in their bacchanalian halls, and quaff libations of wine to the success of their enterprise, whilst invoking—in the name of Christianity—the Almighty to bless their deeds.

Look at these rebellious chiefs in the stereoscopic sketches of our correspondent at Nanking. See them arrayed in gold-embroidered garments, with crowns of gold upon their heads, and sceptres in their hands, as if these stolen baubles made them legitimate rulers over their fellow-men. Nay, more! Not content with controlling their material prosperity in this world, they blasphemously presume to control their future happiness or misery in the next. What presumption, when these wide-mouthed hypocrites, sing their solemn psalmody; what a sham, when they kneel to pray. We firmly believe that this pseudo-Christianity of the Taipings is nothing but "a delusion, a mockery, and a snare!"

Much has been said and written concerning the regeneration of China. Are we to be told that these men and this movement will bring about that "consummation, so devoutly to be wished for?" Shall we acknowledge that this ephemeral evil is the basis of lasting good? Is this self-styled Heavenly King and his assembled myrmidons to be considered the forerunners of a "Paradise Regained" in this distracted land? Are we to consider this chief of Chinese robbers and murderers, with his bands of adherents, sitting in their assumption of state, within the ancient capital of the Ming Dynasty, the men who are to restore this multitudinous nation to the height of prosperity and happiness? As well might we suppose that Satan succeeded in recovering "Paradise Lost," when, as in Milton's immortal poem—

> "High on a throne of royal state, which far
> Outshone the wealth of Ormus and of Ind;
> Or where the gorgeous east with richest hand
> Showers on her kings barbaric pearl and gold,
> Satan exalted sat, by merit raised
> To that bad eminence; and from despair
> Thus high uplifted beyond hope, aspires
> Beyond thus high; insatiate to pursue
> Vain war with heaven."

Much has also been said concerning the regeneration of China by Foreign influence. Each prophetic advocate, inspired by his own idiosyncracy has seen, "looming in the distance," some ship of his own creed or calling, which is to be the bearer of glad tidings so as to control the destiny of the sons of Han. Without assuming the prophetic strain, we are of opinion that, if there is ever to be a full or even a partial regeneration of this overgrown nation, that period was inaugurated by the Allied plenipotentiaries, when they secured the international Treaties, which now are recognized by the PRINCE OF KUNG and his colleagues, as essential to the welfare of this immense Empire. First, therefore, let there be a material regeneration in the financial and commercial relations of this rich country—possessing inexhaustible resources—and religious, social, and political regeneration will follow. How can it be expected that the starving millions which swarm in China will pay heed to the purest doctrines preached, if they have not wherewithal to eat. To this existing poverty and distress amongst a large section of the Chinese, may be attributed the fact of the rebels being so numerous. When the first great French Revolution broke out, at the close of the last century, men, women and children were literally feeding on grass and their cry was, "*du pain, ou la mort;*" and they, of course, followed any leader, who led them on to secure their daily bread from those who were living in luxury. And so it is in China, where masses of human beings are upon the brink of starvation. While they see rich cities and wealthy people around them, what is more natural than that one should rob the other. They must either die, or steal food. These poor creatures we pity, and deplore their distressed condition. It is those at the head of the Taiping movement, whom we specially point at with the finger of scorn; for they never seem to teach their followers common industry, but always adjure them to slay, burn, and destroy.

On the other hand we are told by our talented correspondent at Nanking, that a town in Imperialists' hands, seems to be flourishing, and trade advancing briskly. "We find," he continues, "a perfect contrast in the different aspect presented by a place which is in Rebel hands, and that which is in Imperialist hands. At the one, the people are active in the extreme, and ardent in their daily occupations; and at the other, lazy to a degree, and with no intention whatever of verging towards the path of improvement." Let foreigners therefore eschew these indolent dogs; and support the Regent who has inscribed on the Imperial banner of the young Emperor, "Union in the cause of Law and Order."

(Extract from the Daily Shipping and Commercial News of December 4.)

THE BRITISH CONSULATE NEARLY DESTROYED BY FIRE.

ON Monday night, the 2nd inst., a fire broke out at H. B. M.'s Consulate, which was discovered about half-past eleven, and at one time threatened the destruction of the whole building. At the hour above-mentioned, one of the Consular Constables was aroused by the watchman in a great state of alarm, when he found himself densely enveloped in smoke, which was found to issue from the Consuls private office. The alarm was quickly given, when Mr. Markham and Mr. Alabaster were soon on the spot, who at once secured the Consulate papers and other valuable documents, by trundling the heavy iron safes and cabinets down the stairs, at no small hazard to the limbs of the coolies and damage to the steps of the gallery and pavement.

By this time the fire was increasing. The flames were seen all over the flooring and partition wall of the office, where some empty packing cases were stowed and piled up to the outer roof of the building. The danger of the fire spreading to the rafters was very great, when Mr. Gower of Messrs. Jardine, Matheson & Co., courageously ascended to the roof, and with the assistance of the Chinese on the premises—who brought buckets of water from the adjacent pond—poured down their contents into the flames, which sent forth a stifling steam charged with smoke and burning materials; and thereby stopped the progress of the flames.

Shortly afterwards, a party of blue-jackets and marines from H. M. S. *Scout*, arrived at the scene of conflagration, with the fire-engine belonging to that vessel—which played upon the fire for about an hour, and effectually put it out. Meanwhile a detachment of the Royal Artillery arrived, under the command of Captain Bradshaw, to aid the *Scout's* men in working the engine, and to keep order on the spot. These detachments having been specially sent for, were the first on the ground; but a large body of Municipal Police arrived about 1 A.M., under the charge of Inspector Ramsbottom and Sub-Inspector Carlisle, who only heard of the fire by accident.

We feel much satisfaction in recording the rapid extinction of the fire, with comparatively small loss of property, and no injury to individuals personally. There was no document of any importance consumed by fire, or destroyed by water. The building we learn is insured; and the damage done may be easily repaired.

In recording the names of those gentlemen who so promptly assisted in extinguishing the fire and saving valuable documents, we omitted in our Daily issue to mention that of Mr. Treasure Jones, of H. B. M.'s Consulate, who was among the first on the spot, and shewed the vigour of his assistance, by moving the heavy iron safes down the gallery stairs, to the pavement below.

THE WEATHER.

NOVEMBER.—The month has been fine and agreeable, with the exception of one or two days at the commencement. The temperature throughout was higher than last year, 38 being the lowest point reached at night. Our register shows the range by day to have been from 50 to 65—the mean 59; and at night from 38 to 58—the mean 49. There was rain on 11 days, principally light showers. The other days were very delightful, and so the month closes.

HANKOW.

SUBJOINED, we publish the report of a public meeting held at H.B.M.'s Consulate at Hankow, to take into consideration the price which Foreign Residents should pay per lot for the land conceded by the late treaty; which it will be seen passed off satisfactorily to all concerned.

PURSUANT to notice from H. M. Consul, a meeting of Gentlemen who have applied for Lots on the British Concession was held at the British Consulate, Hankow, on the 28th November, 1861, when the following names were recorded as present:

Mr. Gingell H. B. M.'s Consul in the Chair.

Mr J. Ashton of Lindsay & Co.; Mr. J. H. Evans of Dent & Co.; Mr. Henry Murray of A. Wilkinson & Co.; Mr. R. Chambers of Smith, Kennedy & Co.; Mr. M. P. Evans of Hogg Brothers; Mr. W. S MacLean of Dow & Co.; Mr. A. Walkinshaw of Turner & Co.; Mr. T. M. Drysdale of Fletcher & Co.; Mr. Craven Wilson; Mr J. Mackellar of Mackellar & Co.; Mr. W. H. Carey of Gibb, Livingston & Co.; Mr. R. B. Davies of Jardine, Matheson & Co.; Mr. J. Morison of Morison & Co.; Mr. H. Reinhardt of Reinhardt & Co.; Mr. D. D. Lewin; Mr. Edwards; Mr. Abraham of David Sassoon, Sons & Co.; Mr. R. Dudley of Dudley & Co.; and Dr. Falconer.

H.B.M. Consul opened the meeting, by observing that he believed the conditions on which the mandarins were now prepared to close the Lots applied for (some 40 in number), were such that he could state the cost of each Lot (say 125 feet frontage by 270 feet deep) to be within the sum of Tls. 2,500, allowing for first cost of Roads; and his object in calling this meeting, was to ascertain from the Gentlemen present whether they were prepared to pay that price for their respective Lots, leaving him discretionary power to exceed that sum a little, if necessary to secure the object in view. The estimated cost of Bunding is stated in round numbers at 500 Tls. per Lot additional, but before this can be undertaken with any hope of success, a scientific survey of the position is most desirable.

The general opinion of the meeting indicated an anxious desire that a settlement should be arrived at with as little delay as possible.

A question as to the future anchorage having arisen, H.B M.'s Consul remarked, that he had recently received a letter from the Chinese Authorities complaining of vessels anchoring in the Han, and instanced the damage lately caused by a steamer's sinking a Chinese boat and causing loss of life to the crew, and strongly objected to the Foreign Shipping anchoring any longer in that river.

Mr. Wilson observed that the sum named as the probable cost of each Lot did not appear to him unreasonable, and provided the Lots in question were found to be sufficient in point of size and locality to meet the future requirements of the Trade, he believed this was the opinion of all present; but as much diversity of opinion existed on the practicability of vessels anchoring off the Concession at all seasons of the year, and the anchorage off Han-yang having obtained more favour from those shipmasters who had yet visited the Port, he considered it would be more convenient, if not imperative on merchants, to have Godowns for coals and general storage on the Han-yang side, and this would add considerably to the outlay required in establishing at Hankow. He therefore proposed that:—

"This meeting consider the cost of each Lot within the Concession named by Mr. Gingell, say Tls. 2,500, not extravagant, and recommend an early settlement accordingly." Mr. Gingell being requested to communicate with the Hon. Mr. Bruce setting forth the advantages appertaining to a better anchorage above the Han River than that below it, and recommending on behalf of the British Community and for the future interests of the Port, that the Hang-yang side of the Han River, extending from the walls of Hang-yang city to the Han River, be included in the portion of Land set apart for the British Concession.

Seconded by Mr. Mackellar.

Some difference of opinion as to the propriety of directing attention from the main object before the meeting having arisen, Mr. J. H. Evans proposed as an amendment, "that the first clause of the above Resolution be accepted, leaving out the latter clause relating to an *extension* of the Concession."

Seconded by Mr. Chambers, and carried, with only two dissentient voices.

Some discussion now arose on the method of valuing the different Lots, and Mr. Mackellar moved that the cost of each should be rated according to its position, at about the following scale, say:—

For Front Lots, ...Tls. 3,000
Central „ .... „ 2,500
Back „ .... „ 1,500

Seconded by Dr. Falconer; but on being put to the meeting it was negatived.

The meeting, having voted their thanks to Mr. Gingell H.B.M.'s Consul for his attendance in the chair, dissolved.

With reference to the future anchorage, various have been the suggestions offered. In the months of November, December, January, February, March, April and May, the current is comparatively weak, but during the other months it runs very rapidly, causing a shifting bottom, and against a Northerly or N.E. wind, a very heavy sea all up the Hankow Reach. The large body of water from the Han tends greatly to increase the difficulty of making a safe anchorage below that point, and eddy whirls with back water, are very prevalent all down from that River. Breakwaters, mooring buoys, floating stages, &c., have been suggested to facilitate the discharge and lading of vessels. The former, if constructed under the supervision of a practical Engineer, appears to be the only certain method of overcoming all difficulties. Whether the river bed below the Han River presents greater obstacles against the formation of such a work than that immediately off the Hill Fort on Han-yang, can be ascertained only upon survey. The disadvantages of the former position, from its having to contend against the increased body of water from the Han, can be overcome.

TAIPING CUSTOMS DECREE.

To the Editor of the
NORTH-CHINA HERALD.

SIR,—As I gave you a short account of our visit to Nganking a few days ago, which appeared in the *North China Herald* of Saturday last, I purpose, instead of entering upon what I am unable to accomplish, handing you a translation of the decree from the Elder Brother of the King, who, to speak highly of him, is the cause of all troubles, and who will sooner or later, unless he alters his course, involve the Heavenly Dynasty into serious difficulties from which it will be unable to extricate itself. The decree is rather amusing, and from a passage therein we gather something like forbearance on the writer's part, where he wishes that foreign vessels shall pay duty at one place on their way up and at another on their way down, saving them thereby the trouble and delay of anchoring at all the Custom Houses, and paying duties at each. Considerate in the extreme is this, and the intense satisfaction and the kind of infatuation which the Wang-tz'u-hsiung appears to be labouring under, that obedience in all cases follows in the footsteps planted by his decrees, is really somewhat ludicrous. The sphere of the above individual's liveliness ought to be confined to those places where Great Peace reigns; when it extends beyond the boundaries or limits then it is apt to receive a check, and it is most probable that such will yet be the case.

However, prior to our subscribing our translation as promised, we will merely say: that upon our arrival at Wu-hu our first object was to ferret out the establishment of the swell for whom the letter, which we bore, was intended. Some boys, not a shade cleaner than those at Nanking, and with features equally attractive, speedily led the way to the place; and upon our *entrée* there, we were of course politely requested to sit down and regale ourselve with some tea, which was brought in by the miniature urchins attached to the establishment. We signified that our business was of importance, and that the sooner we terminated it the better.

We had to wait, however, some time, and were unable to fathom the cause of delay; but upon the appearance of a sleeply-looking individual with his toilet not quite completed, we were convinced at once that the great man had, contrary to his wishes, been overtaken with sleep, which caused delay; and that he had only been aroused from his slumbers when an intimation was made to him that certain foreign brethren—or it may be that the boy who announced our arrival told him foreign something else, with a view to the full enlightenment of his understanding—were waiting to have an interview with him. Of course, he was as dull as most of the rebels are, and hence could not be brought to the point. He tried to argue the matter every way; but, as we wished him to save himself the trouble, we requested him, after we had handed him the letter and communicated to him the purport of our mission, to commit to writing what he wished to say, and we added that all subsequent proceedings and decisions would be influenced by the tenor of his reply. His writer naturally had not turned out of bed, which occasioned a still further delay. At length, however, this individual, with a countenance beaming full of intelligence and perspicacity, and in the act of buttoning up the last button of his "chang kua-tzu," condescended to put in his appearance. The letter was handed over to him, perused, and carried off by him, and with celerity remarkable (for a Chinaman) a reply he soon produced—the meaning of this "soon" we must not question. The letter, together with the decree, found itself in the envelope under the skilful hands of the writer, and our departure was the next thing proposed. The letter contained no information, and was without any decisive reply as to whether the two boats (which were detained) would be released or not. The remainder of the business I need not detail, but must add that for some minutes after our departure, we were furnished with a slight amusement which served to compensate for delay, and the dilatory manner in which the Wu-hu people transacted affairs. This I will not mention. Below is a translation of the decree which can be inserted if desirous to do so.

DECREE.

The Elder Brother of the King issues the following decree for the information of the Foreign Brethren in command of the war vessels on this river. By command of the Heavenly Father, and under the Sacred Will of the Heavenly Elder Brother Christ, who is the True and Sacred One and the Redeemer of the World, have I been appointed to the supreme management of affairs in general. The custom houses, established by our Heavenly Dynasty for the collection of the revenue, all pertain unto the Father, Brother, and King, and have certain fixed and standard regulations; and immaterial is it what vessels pass, all are required to pay duty, and no such disobedience, as smuggling is permitted. The number of junks commercially employed by foreigners on the Great River is excessively great, and were it required that they should anchor at each custom house to pay the dues, a vast deal of delay would be occasioned thereby. This decree is therefore specially issued for the information of all foreign war vessels; and it is necessary that what I am going to state should be fully comprehended. All foreign vessels trading on this river will, if bound up, pay duty at the T'ién-hai-kuan, and be furnished with a pass to enable them to proceed on their course; and if the contrary is the case, the duty will be levied at the Ning-chiang (Wu-hu) Custom House, when a pass will be similarly furnished to prevent any further detention or molestation. All the T'ién-chāo Custom Houses have been established by decree of the Father, Brother and King, and obedience is the only alternative. Disobey not this decree.

The Heavenly Father, &c, in the Celestial Kingdom of Universal Peace.

10th moon, 6th day (corresponding to Nov 15th).

Q.

Nanking, Nov. 19th, 1861.

THE UPPER YANGTSZE EXPEDITION.

In our issue of this day we publish a fifth chapter on the above expedition, from the pen of our accomplished correspondent. We regret that it is the last which will appear for some time, as the writer has left for England by the last mail steamer, on special leave of absence, for the purpose of working up the results of the exploration of this hitherto almost unknown part of China. It is his intention to publish a chart, with notes of the Upper Yang-tsze; and forward copies to Shanghai for the use of the mercantile and shipping community. In the meanwhile we would commend to the notice of the enterprising houses who have branches of their establishments at Hankow, to make further inquiry about the coal which is so abundant on the Upper Yangtsze, but stated to be of inferior quality. Possibly a better seam may be struck lower down than the surface workings he describes, and the coal found available for steam purposes.

FIVE MONTHS ON THE YANG-TSZE, WITH A NARRATIVE OF THE EXPLORATION OF ITS UPPER WATERS.

No. 5.

Gorges and Rapids.

Notwithstanding that at I-chang we were near a thousand miles from the sea, porpoises had kept us company the entire distance, and it was only here that these last relics of the "briney deep" bid us farewell; and giving an extra roll or two over for our especial edification, seemed to say, as plain as Canton English can speak—"That top-side river no belong that Mr. Neptune King, hab got too muchey rock, and rapid makey all same chow-chow water!"—meaning thereby to inform us that the river above was no longer suited to their constitutions, and that they not being imbued with any great ardour for exploration, preferred to remain and disport themselves in the more placid waters below. But we are in a new boat! and some five-and-twenty half-naked and naked fellows are dragging us along at a smart rate by a long plaited bamboo line, while I-chang is fast falling behind us. See how they have to scramble along the precipitous rocky shore! Sometimes on their hands and knees, at others with foot-hold only for their toes, or on sloping smooth rock where their grass sandals only keep them from slipping into the foaming current below. Now we see them high above us, running along on the verge of a precipice and shouting like a lot of madmen; then they are down again and clambering round a point of rock which projects out into the river, and where some little cautiousness, which they seem to have left among them, causes the leaders to get past the impediment first without the line, and then, it being thrown to them, they run on again with it and leave the others to get round as best they can; then again they all come up, except always two or three who keep behind for the purpose of clearing the line from projecting rocks—and hitching on the cords of their breast-straps to the towing or tracking line by an ingenious turn of the button round it, away they go again like a pack of hounds in full cry. When they come to a place where the rush of the water is unusually strong and gives them a harder tug, one fellow, a wag or actor, jumps out from the rest and, running ahead of the crowd, turns somersaults on the ground and goes through other grotesque antics for the amusement of his companions; then, by way of a change, beginning with the foremost he belabours them all round with a stick he carries for that purpose, then he runs ahead again and going down on his knees "chin-chins" them, after the manner in which praying before the altar is performed in Bhuddist temples, as if to induce them by his entreaties to exert their strength; again he gives them a sound licking, or appears to do so, all round, and so on. He is the fool of the gang, and for a long time we considered the first, whom we saw act in this capacity, to be really an idiot. The line is now paid out from on board the junk, and made fast again nearly amidships on a level with the gunwale, but is sprung upwards by a supernumerary line coming from the mast-head, and we sheer out into the stream to clear an outstanding rock; then in again and the line is shortened—and off the trackers start with a shout, and lay to their work like thoroughbreds. These are the Sz'chuan boatmen—we may well call them *voyageurs*.

For three miles above the town of I-chang, the river retains the same character as it has for some distance below, except that on the right shore the banks are high and rocky, and in width has lessened nothing since dividing from the waters of Tung-ting Lake, being a good half mile across; but suddenly, as if by magic, we lose the "Son of the Ocean," and in its stead an impetuous current comes rushing towards us out of a long deep cleft in the mountains to the westward. The mouth of this gorge is not over two hundred and fifty yards in width, and its sides mount up vertically to three and five hundred feet, broken into crevices and ledges, where ferns and creepers of the brightest green, flourish on the scanty soil of the moss-covered rock by the sides of dripping water-falls; other plants, nestling in holes and corners, live a sunless existence, and relieve the rocky aspect of much of its harshness; while the dark foliage of small pine trees on the tops of the cliffs and an occasional bunch of bamboo, flourishing in all the freshness of spring, with the rugged peaks and sides of the higher mountains in the background, make up a scene of wild grandeur which baffles description; and might test the skill of no mean artist. The deep dark appearance of the water shut in from much of the light of the day by the stupendous side-walls of rock, and this distant part of the gorge tinged by the bright atmospheric blue, yet still without end, and only broken by a miniature-looking junk with her spread of white canvas—this view, as it burst so unexpectedly on us as we rounded "Mussulman Point," and shut out I-chang and the plains of Hu-peh, is one that I much doubt if ever it will become dimmed in my recollection by the lapse of time. I shall always remember—and it will recall many pleasing associations, too—the entrance of the first gorge on the Yang-tsze.

Our first day from I-chang we made ten miles, which carried us just above the upper end of "I-chang Gorge," the course through which is first west by north, and then northerly. After the novelty of the thing wore off, this kind of travelling, where the view is so confined, became tedious, and we were glad to see a little more daylight on emerging from its dark shadows. At a small recess, which occurs about half-way through, there is an excise establishment; we were not interfered with, however, by the officials, but they came across the river for the purpose of taking a look at the novel description of human cargo which our junk carried. We tried soundings with the lead, but could find no bottom with sixteen fathoms in the middle, and got five and sometimes more close in to the banks. The mode of progression was for the most part with oars, of which the crew pulled about eight on either side, standing up to their work facing the bows, and taking short and quick strokes, singing away merrily the whole time. Occasionally we came to a part where the shore, not being quite precipitous, allowed of a short spell of tracking, and advantage was always taken of such a place, it being much easier than rowing in so strong a current. When the wind was fair—and it is always either right astern or ahead in these narrow passes—the sail, a large square cotton one, was used, which was a very great help. The geological nature of this gorge was the conglomerate and sandstone, which has been already mentioned, and a kind of hard limestone; but I cannot at present speak with certainty on such matters, as the specimens which were collected along our route have not yet been examined by a professed geologist, and unfortunately no one of our expedition was able to fill that important office.

Three or four junks containing military levies, proceeding up country to take part against the rebels of Sz'chuan, halted for the night near where we had taken up our station; and these same boats, sometimes ahead and sometimes following, kept company with us for the next day or two, affording us plenty of opportunities of making acquaintance with the *braves*. They are usually what would be called, among most communities, "ugly looking customers," and if all I hear be true they do not belie their appearance. A *brave* seems not very particular about his lower garments, except that the lower part of his legs and ankles are bandaged with black or dark blue cotton—a practice by the way common among the male sex throughout Sz'chuan; but he invariably wears a loose tunic of scarlet, yellow, or other gaudy colour, on which his number and name of the corps to which he belongs, is marked on a white circular patch in front—possibly designed for the enemy to aim at—and again on his back in the largest Chinese characters possible to inscribe on so small a soldier. His *queue*, which is interwoven with a great deal of false hair and black silk, is coiled round his head, and round it he has twisted a turban of large dimensions. The practice of wearing turbans seems to be confined to these fellows, although most of the people in the western country, especially the boatmen, wear a single piece of blue or white cotton tied round the head; but the head-piece of the *brave* is of "brobdignagian" proportions. Occasionally you see one with a matchlock, but they are for the most part armed only with a short sword or knife worn in the girdle. These gentlemen of the profession of arms, or I had better perhaps say plunder—no offence to the heroes of Yuen-ming-yuen by the way—seemed inclined to be pretty familiar with us, and in most cases not disrespectful; but still I have to record, even during the first few days of our acquaintance, an instance when one of their cloth, who stood in the way of one of our party while engaged in sketching an interesting scene on the river, in place of moving quietly away when asked in the most polite English to do so, clutched the handle of his large knife, the penalty of which was that he was instantly knocked down and no more was heard of the matter.

The junk in which we were now travelling, and which we had hired at I-chang to take us as far as Quai-chow for the matter of fifty-five thousand copper cash, was a Sz'chuan "travelling" or passenger junk. She was not nearly as commodious or convenient as our former craft, being wanting in the platform round the outside; besides the roof of the housed portion was so taken up with coils of bamboo ropes and lines, which were constantly being required for use, or being re-coiled, that it was difficult to find a place anywhere outside of our cabin where you were not in somebody's way. We found it, therefore, rather a change, particularly as the warm weather was now coming on; but it could not be helped, for it was the only kind of passenger junk used on this part of the river. The forward half of the boat was uncovered, and the cook had his fire and copper in a hole in the middle. At night, or when we halted on account of the rain, a framework was quickly set up over this portion, and being covered with waterproof mats, made a shelter under which the crew slept. The regular cargo junks are much larger, some being a hundred feet in length, with only a comparatively small portion housed over. All these Sz'chuan junks are of much the same form, with flat bottoms, square bows, and turned-up sterns, and are strongly put together to resist the knocking about they get in the rapid and rocky portions of the river.

Soon after starting next morning, the 6th of April we experienced a heavy thunderstorm; the vivid flashes of lightning among the crags and peaks of the mountain tops, and the continued reverberations of thunder echoed and re-echoed from the nearer cliffs and slopes of their sides, and taken up by the more distant heights on either side of the magnificent river, was extremely impressive. "There is but one God," it seemed to say, "and these are His works, and this His voice." Then after a deluge of rain, as the weather cleared up and the mists slowly rolled up the valleys, and clouds yet hung over the mountain tops, while the little rills, now increased to impetuous torrents, came tumbling down the dark hill sides and leaping from high precipices, till reaching the turbid current below, which was rushing past the rocky impediments, here impeding its onward course, with irresistable force, made the view such as would seldom be seen elsewhere. Foreign residents on the sea-board desirous of a change from the confinement of business, would do well to take a trip into the interior, and without going beyond the limits of the province in which Hankow stands, might see some of the finest river scenery in the world. The thing might be so easily done by going overland from Hankow to I-chang, or better still for a large party to take a steamer from Shanghai the whole way up; and then from I-chang, a couple of days by boat would take them beyond some of the finest rapids and into the midst of the gorges, a few hours run down with the rapid current putting them again on board their own craft; after which I am sure they would agree that they had been well repaid for the little inconveniences incident to locomotion under any circumstances.

The first rapid on the Yang-tsze occurs at a bend of the river shortly above the west end of "I-chang Gorge," at a distance of thirteen miles from I-chang, where some islands of rock stand out towards the middle of the stream, and large boulders of granite line the shores, indenting an uneven bed to the river, here, although in April, it could hardly be called a rapid; the rush of water in June was very strong, and immediately below were strong eddies and whirls. A small village stands on the right bank, just above this rapid; and under a mile distance to the south, some high rugged peaks mark the end of a mountain range of about two thousand feet in height, which runs thence in a south-westerly direction, nearly parallel with a short reach of the river, all along which lie heaps of granite boulders forming small islands and promontories, causing the width to narrow in some places to 150 yards. Then we come to the village of Shan-tow-pien, where the river coming in a strait course south-east, is obstructed by a couple of bad rapids, and runs the whole way with a very strong current, while the shores are still very broken with boulders and solid rock. The scenery here is very fine, for the hills near the river are not of such a height as to impede the view beyond, fine mountains being in view on every side, but particularly to the west, where a very decided and precipitous range, having an altitude of about two thousand five hundred feet above the river, runs northward and, crossing the river, causes the next gorge, known as "Lu-kan," the entrance to which may be seen in the distance. But this is only a short gorge; however, a few miles further another, the "Mi-tan," turns in the river for a couple of miles, whence a portion of the stream, very full of rocks and reefs, carries you up to Kwei—a small walled town with neither trade nor anything else to give it importance—standing on sloping ground on the left bank, thirty-five miles from I-chang.

But we did not get up in such a hurry; for it was our fourth day before we passed Kwei, and hard work our men had to get the boat up some of the difficult places. A very necessary prelude to the ascent of a rapid, is for the skipper to go ashore with some strings of cash, and beat up all the people he can find—there is usually a permanent or temporary village close at hand—for help in hauling the line. Then all hands being ashore, except two or three men to manage the long sweep-oar, which projects out from the bow of the boat, and is used to shoot her out into the current, so as to avoid rocks, which the steersman unaided would be unable to pass—and two more to attend to the paying out and hauling in the tracking line and to pole off rocks; and all else being ready, the strongest bamboo line being in use, the word is given and off the trackers start, sometimes eighty or a hundred on the line at once, and the boat stems the troubled waters and steadily ascends. Frequently there is a hitch in the performance, caused by the line getting foul of a rock out in the water, and then one or two of the most daring venture to swim out and clear it; or the junk itself runs on a sunken rock, and then great is the thumping on a small drum by the one-eyed cook, and shouting, to stop the trackers hauling, which, with the noise of the rapid and the general hubbub, is no easy matter. Then there is great difficulty to get her off the rock, and the boatmen have often to go into the water in the middle of the rapid. When she starts again perhaps she goes safely up; or it may be the line breaks, and then away goes boat and cargo at the mercy of the current, and does not probably bring up till she is a mile or two below; and not then, if she should strike a rock and go down in the middle. It is an animated and enlivening sight to see half a dozen boats following one another up a rapid, to hear the cries and shouts of the *voyageurs* echoed back from the cliffs, the fellows scrambling over the rocks, the crews working away on board to keep the boat from impending danger; and yet it is a scene that one may see enacted any day, on any one of the rapids between Kwei and I-chang on the Yang-tsze-kiang.

Now let me say a word or two concerning these rapids as influencing the future navigation of this great artery of China. In the first place it must be known that the state of the river depends on the seasons. Our Expedition passed up in April when, although not at its lowest — for the water was very muddy—the great summer rise, caused by the melting of the snow on the mountains between China and Tibet and the highlands of the latter region, had not commenced. We repassed this portion of the river in June when it was probably nearly at its highest, and had in appearance totally changed, rapids existing where there were none before, while former ones, by the rise in the water, had become smoothed over. We were told at I-chang—and it agreed with information we obtained at other places—that the river is highest in June, continues high till the ninth month, say October, and is at its lowest in December, when its waters are said to be clear. During the great flood of 1860, the water rose at I-chang up to the permanently built houses on the top of the bank, which were twenty feet above the water level in June, 1861. Such an additional rise, where the river is half a mile wide, must have been enormous in the gorges and confined portion above; and we noted on our upward voyage water lines on the precipitous sides of the gorges up to seventy feet above the level at that time, and all houses in the narrow parts are at a very considerable height.

The velocity of the current we had no means of determining as we ascended, for our mode of getting along being to keep in the back eddies and close along the rocks, the "Patent Log," which we had used on the lower river, was here of no use. However, by the time we took in coming down-stream, we measured the force of the current to *average* between Quai-chow and I-chang, five knots (geographical miles) per hour. While below I-chang, for thirty miles it was not over four, and below that still less. Some of the rapids ran at least ten knots.

With regard to the situations of the rapids, I have before stated that the first occurs—though in winter there may possibly be no rapid there at all—at thirteen miles above the city of I-chang, in the province of Hu-peh. Thence upwards the course of the Yang-tsze is interrupted by rapids, more or less, as far as Chung-king in Sz'chuan, and even beyond that; but the greater number are mere minor rapids caused by the lowness of the water, and during summer would certainly be no obstruction to steam navigation, and most probably not even in winter. In the section of river from I-chang to Quai-chow, a distance of seventy-eight miles, in which are all the gorges, the case is different. Here occur many rapids, some of which are bad both during high and low water; and though I cannot here particularize, so as to give a separate description of each, they will all be found marked on the route-map; the worst are below Kwei and near the village of Shan-tow-pien.

But the question is, is the river suitable for steam navigation? The opinion then, that my colleagues and myself came to on this matter, was: that it would be impossible for steamers of any kind to ascend the rapid without being towed during low water, and in high it was doubtful. And that the only steamers that could do it, or navigate any portion of the river above I-chang with safety, would be short, flat-bottomed, and full-powered vessels, with unconnected wheels and separate engines, something similar to the Upper Mississippi boats. A forward rudder, or sweep on the principle of the Sz-chuan junks, might be requisite; and light draft of water would be a consideration on the score of not catching the current sideways and sheering off in eddies and whirls. No anchoring ground being obtainable in many parts, vessels would require means of securing to the shore. The difficulty of want of water need not be apprehended at any of the rapids; and as to hauling up a small steamer, there would not be, I think, more difficulty, when aided by steam, than with the large junks which now ply on the river. With another clause then, inserted in the Treaties between Foreign Powers and His Celestial Majesty, in regard to foreign bottoms above the open ports—and perhaps without—we may look forward to no distant day when steam vessels, constructed, or at any rate put together, at Shanghai, will be ploughing the upper waters of the great Yang-tsze-kiang, even beyond the highest point reached by its first explorers in 1861; and we may yet hear of ordinary travellers from Calcutta, to save the time and inconvenience of the sea voyage by way of Singapore, coming an overland route through Burmah to meet these steamers in Yu-nan.

In both the Mi-tan and Lu-kan gorges, the former of which is below, and the latter immediately above the large village of Tsing-tan, the cliffs rise almost vertically eight and nine hundred feet with the strata much inclined, dipping to the north-west; nor could we manage to obtain bottom with the lead except close in to the rocks, where we got twelve fathoms. We halted for the night just out of the Mi-tan Gorge, and next day, the 8th of April, after passing a reach where several reefs and rocks shewed above the water, which, in its present stage, caused the whole reach to be almost a rapid, we came to Kwei, where are a number of reefs caused by the inclination of the strata. There is also a pretty strong rapid when the water is high right opposite the place, and to afford facilities for tracking the boat up along the steep bank, flights of steps and paths have been cut out in the solid rock, a thing which we observed not only here, but in many places on the river, and at others chains have been fastened to the faces of vertical cliffs to assist in getting the boats along where there is no foot-hold on shore for trackers. The country around is very mountainous, and it is interesting to see in what places Chinamen's huts are perched up, to take advantage of some few yards of level ground for cultivation. Some of the hills, a thousand feet above the river, are thus cultivated in patches to their summits. Kwei is just on the line of 31° north latitude, an observation having been obtained on the downward voyage two miles west of it; it lies N.W. by W. from I-chang, from which it is distant by the windings of the river thirty-five miles.

We had not proceeded more than a couple of miles above Kwei, when we came to a place where coal was being worked out of the hill-side, on the right or south shore of the river; and as this is the first place where it occurs on the Yang-tsze, I may mention that during the remainder of our voyage we saw a great deal of coal, and the regions are:—first, from Kwei to Quai-chow; then again, in the ranges of hills which cross the country in the neighbourhood of Chung-king; and lastly, near Sü-chow and between that and Ping-shan. The last appeared to us the best, and was worked much more extensively than below. I shall have occasion to speak of it hereafter. As to the mines, they are small galleries driven horizontally into the sides of the hills. Between Kwei and Quai-chow, the coal does not seem to be of a very good quality, and no trouble is taken to get it out in large lumps; it is pounded up, mixed with water, and then dried into bricks, in which form it has much the appearance of "Patent Fuel," and stows well. Small specimens from each place have been preserved, and they will be given over, among other mineralogical specimens, to a competent person in England for examination. The best, according to our judgment, is that which is furthest up. Wherever we found coal, the rock was a kind of grey sandstone; and I observed that it was everywhere the same, whether in Hu-peh or in Sz'chuan, although the localities were hundreds of miles apart, so that it must all be the same description of coal and of the same age. I remarked that wherever there was coal near, this sandstone—at least, such portions of it as were exposed to the action of water and the atmosphere along the shore—was glossed on the surface, as if polished with a greasy substance like black lead, although seldom quite black. This may perhaps throw some light on the nature of the rock, but I must leave the deductions to be drawn by geologists. So unvarying is this, that anywhere that you see this peculiar dark glaze on the sandstone on the Upper Yang-tsze, you may be sure there is coal.

From Kwei we stopped once before we came to Pa-tung, the last town in the province of Hu-peh. It is a small place without a wall, situated on rather steep sloping ground on the right bank; and on the opposite side stands a joss house, at a considerable height above the river. Above this, the hills bordering the river are for some few miles rather less steep, and two or three streams enter. We passed one rapid and then came to the mouth of another gorge, where is the rapid and village of Kwan-du-kow. High precipitous mountains rise on either hand, which, where the rock is not bare, are covered with a growth of small brushwood, and woods of small pine and cedar occur in some places; but wherever the slopes are such as to admit of cultivation, they are occupied for that purpose by the industrious country people, while below on the river, others are employed catching fish by various devices, among which the common scoop net, used by one person standing on a point of rock in a rapid, or anywhere that the current is swift, is so frequent that in the visions of gorges and rapids which occasionally haunt my recollection, the stolid Chinaman, in his bamboo hat and reed paletôt, continually dipping his net automaton-like, and as constantly bringing out nothing, is over in the foreground of the picture.

The gorge, commencing at the village of Kwan-du-kow, is continuous as far as the city of Wu-shan, a distance of twenty miles, and is the longest on the river. About half way through is the boundary between the provinces of Hupeh and Sz'chuan. The course of the river is nearly directly east; and one might, were it not pointed out, pass the place without notice. Our *voyageurs* drew our attention to the fact that we were entering their native country, and the old grey-bearded skipper went off into a long disquisition on the superiority of that favoured province over the rest of China; while our Chinese servants and Mr. Schereschewsky's teacher, who were Kiang-su men, and had been listening to the marvellous stories related by the boatmen, seemed to look upon it that in entering Sz'chuan they were commencing a pilgrimage in a foreign land; and from this I think dated the growth of their disinclination towards the idea of going out of China, which, though it was never openly professed, yet, from their becoming sick one after another and chiming in so readily when any objections were raised against our farther progress, was sufficiently evident to some of us; and, though I say it with the conviction that I may be considered one of a party of dupes, I believe that, notwithstanding due weight be given to mandarins, rebels, and boat skippers, the real secret of the failure of our enterprise, was *treachery in our own camp*.

On the south side the boundary was marked by a narrow glen running into the mountains, on the Sz'chuan or western side of which were a few houses that, in this wild and desolate region, did duty for a village. On the northern bank the boundary is half a mile lower down, and is marked by a mountain stream or creek coming down a narrow ravine. We halted for the night a couple of miles or so above; and next morning, being favoured by a fresh breeze, we emerged from the regions of darkness and came to Wu-shan (hien). This was our first sight of a Sz'chuan town, and we looked eagerly to detect if possible some change in the appearance of a Chinese city; but no,—it was the same lead-coloured mass, overtopped by the curved roofs of one or two conspicuous temples, and kept together by four antiquated looking walls, with the usual half pagoda and half house-like structures over the gates and at the angles. It was of the regular pattern, and might have been punched out of the same mould with half a thousand others. A tributary of small size enters the Yang-tsze at this point from the north. I should have said that at the last place, Patung, we obtained supplies at the following prices: fowls, 240 cash each, flour, 34 cash per "king" or catty; and eggs, four cash a piece. This last was the same as we had paid all along from Hankow; but a shilling a piece for fowls seemed rather exorbitant. Draw it mild, China boys! draw it mild!

A discovery was made this day, which, if it be a true one, will account for a multitude of incongruities, namely, that a Chinese "li" is not an actual measure of distance, being longer or shorter according to the nature of the country; but that a day's journey is reckoned at one hundred li, either on a river or by land. When we hit upon this mode of reckoning, we seemed to have got the key to Chinese distances, and we were able to account for a place being thirty li (ten miles) distance when it was within half an hour's walk of us, or our having by dint of great exertion travelled a hundred and twenty li in one day, when we knew for certain that we had not gone over fifteen miles. Whether this agrees in theory with the Celestial mode of reckoning of length, I leave to the learned in the language to determine; but as a practical hint I would caution future travellers against believing all they hear in China.

From Wu-shan to Quai-chow is about a day's travelling—we will say nothing about the li in this instance. The first reach above the former place obtained the name of "Poison Reach," from the fact of one our party having incautiously eaten several nuts, having something of the appearance and taste of Brazil nuts, but which, as was afterwards discovered, are used for the manufacture of oil. He was taken with acute pains in the bowels, vomiting, purging, and cramps in the stomach and legs; and it was not until after much suffering and by the aid of medicine administered by the doctor, that he got over the effects. I would caution all future wanderers in these regions against this fruit. It grows on a tree not unlike a small walnut tree, the flower is rather pretty, of white and pink. It is called "Tung-shu," and seems to be much cultivated in these parts.

Before coming to Quai-chow, there is yet another gorge to be passed. It is a short one, and known as "Fung-siang" or Wind-box. Although the last, it is by no means the least in grandeur. One pass at its upper end is not over 150 yards across, cliffs rise towering above to a prodigious height, and large caverns have been scooped out by the mighty current, allowing of fishing boats lying in perfect security from the wind and weather. We went through aided by an easterly breeze, and our boatmen made the gorge resound with their wild shouts, which echoed to and fro between the vertical cliffs on either hand. They were calling for the wind; and it is curious that this whistling or shouting is, among so many different nations, the recognized method of propitiating Boreas. An isolated rock stands out nearly in mid-stream; as we open out from the gorge, a tall pagoda comes in view, and Quai-chow is before us.

B.

METEOROLOGICAL TABLE.

SHOWING the highest and lowest degrees of temperature in the month of *December*, 1860, from observations taken by a self-registering THERMOMETER in the open air, in a shaded situation, at Shanghai,—the *Maximum* by day, and the *Minimum* at night; and the number of rainy days during the same period,—also the average of the same for 7 years.

DECEMBER 1860.—Rainy days 7.

	Max	*Min*		*Max*	*Min*
1	53	40	17	53	41
2	53	40	18	59	47
3	54	44	19	50	45
4	57	46	20	46	37
5	58	43	21	40	28
6	59	46	22	35	31
7	58	50	23	42	35
8	56	52	24	43	38
9	57	44	25	50	37
10	57	45	26	46	35
11	50	40	27	43	38
12	51	42	28	50	45
13	55	47	29	53	43
14	61	47	30	45	35
15	49	36	31	35	27
16	46	35			

Average of 7 years { Thermo. *Max* 53, *Min* 42
Rainy days 4.

To be continued monthly

ADVERTISEMENTS.

EDWARD BYRNE,
Ship Broker, Ship Auctioneer, Marine Surveyor, General Commission and Forwarding Agent.
OFFICE IN BRIDGE STREET,
Adjoining Messrs. Hall & Holtz's Store, and opposite Messrs. Dow & Co.
tf Shanghai, 6th July, 1861.

JOHN L. ROBERTS & CO.,
Auctioneers of Damaged Goods and General Commission Agents.
Office and Sales Room
AT
Messrs. REIMER & Co.'s.
tf October 7, 1861.

Wm. DATO & Co.
GENERAL STORE-KEEPERS, COMMISSION AGENTS AND AUCTIONEERS.
YANG-KING-PANG,
Corner of Rue de Mausolée.
28de Shanghai, 6th October, 1860.

KEPPELL & Co.,
NAGASAKI.
Shipwrights, Blacksmiths, Ship-Chandlers, &c., &c.
Vessels of all sizes hove down, caulked, coppered, &c., &c., &c., at reasonable rates.
Spars made at the shortest notice, and all work guaranteed.
tf

Charles W. Gribble,
CIVIL ENGINEER,
Architect, Surveyor, and General Building Agent.
OFFICE IN TEMPLE ROAD,
at the House occupied by R. MILLER, Esq.,
有恒 Yeu-hun.
18se Shanghai, 17th September, 1861.

WHEELOCK & CO.,
Auctioneers General Commission Agents, and Proprietors of
CARGO BOATS.
Office in Mission Road (rear of Messrs. Russell & Co.),
and Godown in North Gate Street.
tf Shanghai, 20th September, 1861.

E. C. KIRBY,
General Storekeeper, Commission Agent, and Druggist,
NINGPO.
tf May 25, 1861.

HALL & HOLTZ.
SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

McKENZIE & CO.,
Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.
YANG-KING PANG,
SHANGHAI.

Cheang-fong 祥豐
MRS. CLIFTON,
SUCCESSOR TO
MRS. MARSH,
Millinery and Drapery Establishment,
CONSULATE ROAD,
Corner of Church Street.
tf Shanghai, 17th May, 1861.

KIN-TEE-YUEN,
CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

H. EVANS & CO.,
Ship Bread Bakers and General Importers.
4my SHANGHAI.

Chun-haou. 成號瑞記
SAEKEE,
YANG-KIN-PANG.
SHANGHAE.
HAS always for Sale at moderate prices Silks, Satins, Embroideries, Pongees, and Gauzes; Lacquered, Japan, and Canton Ware; Milner's Iron Safes, and a variety of European goods.
20ap Shanghai, 19th April, 1861.

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	FROM	Sailed	CARGO.	CONSIGNEES.
Nov 29	Java	Da. bk	309	Boysen	Formosa	Nov 2	General	A. R. Tilby
.. 29	St. Theodosius	Rus.str	312	Kohler	Kamskatka	Oct 10		Order
.. 29	Salamander	Pru.sch	115	Soerensen	Ningpo	Nov 21	do	Wm. Pustau and Co
.. 29	Garland	A. schr	113	Adams	Newchwang		do	Lindsay and Co
.. 30	Carrie Leland	A. bark	316	Smith	Ningpo	.. 28	do	A. R. Tilby
.. 30	Thor	Da. bg	209	Jepsen	do	.. 28	do	Geo. Barnet and Co
.. 30	Ora	Ha. bg	154	Marden	do	.. 26	Sundries	Frazar and Co
.. 30	Martha Theresa	Du. bk	242	Fisher	do	.. 23	General	Russell and Co
.. 30	Jeddo	B. str	449	Burkitt	do	.. 28	do	Barnes Dallas
.. 30	Eagle	B. schr	110	McPheo	do	.. 24	do	Hogg Brothers
.. 30	Henry Miller	B. bark	433	Sutherland	L'don.H'kong	June 19	do	Gibb, Livingston and Co
.. 30	British Empire	B. ship	2679	McDonald	Chefoo	Nov 21	do	Turner and Co
.. 30	Speck	A. lug	50	Coulter	Ningpo	.. 23	Sundries	Frazar and Co
Dec 1	Ta Yung	B. str	124	Lynch	do			Shaw, Brothers and Co
.. 3	Fawn	B. brig	151	Allen	do	.. 28	General	Barnes Dallas
.. 3	City of Nantes	B. str	204	Bisson	Hongkong	.. 24	do	Dow and Co
.. 4	Carthage	B. str.	500	Bulton	Hankow	.. 28		Jardine, Matheson & Co
.. 4	Fiery Cross	B. str	443	Crockett	Hongkong	.. 28		Jardine, Matheson & Co
.. 4	Willamette	A. str.	413	Perkins	Hankow	.. 30		Russell and Co
.. 4	Lucy E. Ashbey	A. bark	316	Ashbey	do	.. 13	do	Wetmore Cryder and Co
.. 5	Aden	B. str.	507	Bernard	Hongkong	Nov 30	Op., &c.	E. Warden, Agt. P. & O. Co
.. 5	Hongkong [H I M	str.		de Montpezat	Ningpo	Dec 2		
.. 5	Chusan	B. str	529	Corbett	do	.. 3	General	Barnes Dallas
.. 6	Zingara	Chi str.		McKenzie	do	Nov 30		Imperial Mar Customs
.. 5	Shantung	A. str.	361	Peele	Hongkong	.. 30		Augustine Heard & Co
.. 5	Shandon	B. str.	114	Wighton	Ningpo	Dec 4	do	Moses and Co
.. 5	Elizabeth	B. ship	442	Samson	Swatow	..	Sugar	A. R. Tilby
.. 5	B.F.van Dambenoy	Du. bk	285	Kruymel	Ningpo		General	T. Kroes and Co
.. 5	Tung Yu	B. ship	1136	Taylor	London	July 3	do	Shaw, Brothers and Co
.. 5	Leven (71) [H M	g.-boat			Japan			
.. 5	Pigeon	B. lug.	70	Murray	Hankow	Nov 14	do	Johnson & Co

DEPARTURES

From Woosung.

DATE.	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO	DESPATCHED BY
Nov 29	Fei-loong [H I M	str.		Baker			
.. 29	Hongkong [H M	str.		de Montpezat			
.. 29	Rapido	B bark	299	Lloyd	London	Tea, &c.	Smith, Kennedy and Co
.. 29	Queen Bee	B. ship	726	Glinder	do	do	Augustine Heard and Co
.. 29	Anglo-Saxon	B. ship	693	Laird	do	do	Chapman, King and Co
.. 29	The Cedars	B. bark	360	Anderson	Liverpool	do	Chapman, King and Co
.. 29	Tientsin	B. schr	214	Acker	Hankow	Original	Master
.. 29	Flora McDonald	B bark	319	Solomon	Swatow	Sun., &c.	A. R. Tilby
.. 29	Iamer [H M	g.-boat		Bosanquet			
.. 29	Candace	Da. bk	333	Schau	Hongkong	Silk, &c.	Bourjau, Hubener and Co
.. 29	Celerity	Sia. bk	210	Lawson	Swatow	Sundries	A. R. Tilby
.. 29	Templeman	A. bark	344	Spencer	Nagasaki	Sun., &c	Wetmore, Cryder and Co
.. 29	Halcyon	Schr.		James	Chinkiang		Imperial Maritime Customs
.. 29	Lucky Star	Sia. bk	300	Shields	Hongkong	do	Bower, Hanbury and Co
.. 30	Fire Dart	A. str	420	West	Hankow	Op., &c.	Augustine Heard and Co
.. 30	Mary	A. lug.	59	Ollerdessen	do	Re-expts.	Frazar and Co
.. 30	Flamer (93) [H M	g.-boat		Rickards			
Dec 1	Goveneur Van Swieden	Du. bg	317	Fagg	Nagasaki	Ballast	Wetmore, Cryder and Co
.. 2	Rover	A. bark	338	Walsh	Hongkong	Sun., &c.	Olyphant and Co
.. 2	Cosmopolite	B. str.	359	Campbell	H'kow & Ports	do	Dent and Co
.. 3	Surprise, *towing* a Hulk	A. str.	195	Pendleton	do	Op., &c.	Russell and Co
.. 3	Strelok [H I M	g.-boat		Jelgerskjold			
.. 4	Governor General	B. str.	502	McQueen	Hankow	Re-expts	Dent and Co
.. 4	Ly-ee-moon	B. str.	269	Hill	Hongkong	Sun., &c.	Dent and Co
.. 4	Andes	A. ship	439	Hasty	Ningpo	Ballast	Howard and Co
.. 4	Lansdowne	B. ship	715	Richardson	London	Tea, &c.	A. R. Tilby
.. 5	Jeddo	B. str.	449	Burkitt	Ningpo	Ballast	Barnes Dallas
.. 5	Adriatic	B. bark	302	Barron	Swatow	Sun., &c	Jardine, Matheson and Co
.. 5	Phillipine	B. bark	295	Rowe	Hankow	do	Geo. Barnet and Co
.. 5	Merse	B. ship	628	Moore	Fuchau	do	Gilman and Co
.. 5	Imogen	B. brig	195	Sturge	H'kong&W'poa	do	Wm. Pustau and Co
.. 5	Volunteer	B. bark	418	Whitton	Fuchau	Silk, &c.	Jardine, Matheson and Co
.. 5	Velox	B. ship	571	Jones	London	Tea, &c.	Jardine, Matheson and Co
.. 5	Yang-tsze	B. str	345	Hardie	H'kow & Ports	Op., &c.	Dent and Co

* With Mails.

SHIPPING IN HARBOUR AND AT WOOSUNG.

MERCHANT VESSELS

VESSELS.	Date of Arrival	FLAG & RIG.	TONS	CAPTAIN.	CONSIGNEES.	DESTINATION	Intended despatch
Aden	Dec 5	B. str	507	Bernard	E. Warden, Agent P. & O. Co	Hongkong	8th inst*
Alice	Nov 28	B. bark	348	Cooke	A. R. Tilby	Ningpo	cld 4 inst
Anglo-Indian	Nov 11	B. bark	440	Bird	Johnson and Co	London	9th inst
Ann	Nov 22	B. bark	436	Hasted	Bower, Hanbury and Co.		
Antelope	Nov 24	B. str	278	Gibbon	Bower, Hanbury and Co.		
Argonaut	Sept 29	A. ship	575	More	Russell and Co	Fuchau	9th inst
Armistice	Nov 27	B. bark	354	Richardson	A. R. Tilby	Nagasaki	12th inst
Avonvale	Oct 6	B bark	301	McLaren	Ullett and Co	London	Imdt.
B.F.van Dambenoy	Dec 5	Du. bk	285	Kruymel	T. Kroes and Co.		
British Empire	Nov 30	B. ship	2679	McDonald	Turner and Co		
Carrie Leland	Nov 30	A. bark	316	Smith	A. R. Tilby	Hankow	cld 7 inst
Carthage	Dec 4	B. str	500	Bulton	Jardine, Matheson and Co.	Fuchau	8th inst
Celestial	Oct 29	B. bark	401	Jones	Jarvie, Thorburn and Co	London	cld 9 inst
Chico	Nov 22	Da. bg	179	Drescher	Bourjau, Hubener and Co	Chefoo	To-day
Chicora	Nov 20	B. ship	453	Bristow	Captain		
Chin-chin	Nov 12	B. lug	70				
Chusan	Dec 5	B. str.	529	Corbett	Barnes Dallas		
Cinderella	Nov 27	B. ship	877	Williams	Order		
City of Nantes	Dec 3	B. str.	204	Bisson	Dow and Co.		
Clemens	Aug 18	Bre. bk	306	Huntsman	Russell and Co		
Cricket	Nov 7	A. str.	81	Dolte	H. G. Ward		
Crimea	Nov 2	B. ship	478	Tucker	Dent and Co	Nagasaki	cld 5 inst
Cruizer	Nov 22	B. schr	120	Newman	Fletcher and Co	Hankow	Imdt.
Daylight	Oct 26	A. ship	547	Sanger	Bower, Hanbury and Co		
Eagle	Nov 30	B. sch	110	McPhee	Hogg Brothers		
Elizabeth	Dec 5	B. str.	442	Samson	A. R. Tilby		
Eva	Nov 22	B. bark	342	Scott	Dent and Co		
Fawn	Dec 3	B. brig	154	Allen	Barnes Dallas		
Felix	Nov 21	Bre. bk	352	Wintzer	Order	Swatow	To-day
Fenella	Nov 25	B. str.	179	Shaw	Barnes Dallas	Hankow	cld 5 inst
Fiery Cross	Dec 4	B. str	443	Crockett	Jardine, Matheson and Co.	Hongkong	10th inst
Frisia Westphalia	July 26	Old. bk	454	Janssen	Wm. Pustau and Co	*Laid up*	
Garland	Nov 29	A. schr	113	Adams	Lindsay and Co.		

* With the Mails for Europe.

MERCHANTS VESSELS.—*Continued.*

VESSELS.	Date of Arrival	FLAG & RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
George & Henry	Nov 20	Ha. bk	358	Peter	Wm. Pustau and Co	Taiwan	Imdt.
Henry Miller	Nov 30	B. bark	433	Sutherland	Gibb, Livingston and Co		
Hongkong	Aug 21	B.	179	Galhardt	Master		
Invejado	July 19	Por. str	47	Hitamcurte	F. Loureiro		
Java	Nov 29	Da. bk	309	Boysen	A. R. Tilby		
Joseph Peabody	Aug 29	A. ship	1198	Whitney	Augustine Heard and Co	Hongkong	To-day
Juliane	Oct 5	Bre. bk	231	Rosemeyer	Siemssen and Co.	*Laid up*	
Kin-hok-hien	Nov 17	B. bark	262	Fagg	Dent and Co		
L'Aigle	Apr 15	Fr. lug.	65	Mathony	Captain		
Louisa	Nov 20	B. lug.	60	Snowden	Howard and Co	Hankow	Imdt.
Lucy E. Ashbey	Dec 4	A. bark	346	Ashbey	Wetmore, Cryder and Co		
Magnolia	Oct 23	A. ship	648	Hunt	Frazar and Co.		
Malabar	Nov 22	Ha. bk	322	Moller	Hogg Brothers	London	Imdt.
Marie	Nov 18	Chi.str.		Geale			
Martha Theresa	Nov 30	Du. bk	242	Fisher	Russell and Co	Kanagawa	Early
Mary	Nov 21	Ha. bg	170	Decker	Wm. Pustau and Co	Hongkong	9th inst
Mary Lee	Sept 22	B. bark	465	Crosby	Dent and Co		
Mary R. Mitford	Nov 17	B. bark	519	Leadley	A. R. Tilby	London	Imdt.
Minerva	Nov 11	B. bark	387	Beach	Order		
Miranda	Nov 12	Pru. bg	186	Weller	Russell and Co.		
Ora	Nov 30	Ha. bg	154	Norden	Frazar and Co	Ningpo	cld 5 inst
Phantom	Nov 18	B. schr	38	Douglas			
Phantom	Nov 19	A. ship	1100	Sargent	Augustine Heard and Co		
Philip De La Noye	Nov 20	A. bark	383	Terry	Russell and Co		
Pigeon	Dec 5	B. lug.	70	Murray	Johnson and Co		
Postiljon	Nov 20	Du. bg	329	Greve	T. Kroes and Co	Amoy	9th inst
Rosa *Hulk*	Aug 12	B. ship	475		Shaw, Brothers and Co		
Rose	Apr 12	B. lug.	65	Dobbyns	W. R. Adamson and Co.		
Rose	Nov 25	Chi.str.	125	Hallpike			
Ruby	Nov 16	B. lug	70	Brown	David Sassoon, Sons and Co		
Salamander	Nov 29	Pru. sh	115	Soerensen	Wm. Pustau and Co	Ningpo	To-day
Seng What	Sept 19	Sia. bk		Schmidt	A. R. Tilby	Bangkok	Early
Shanghai	Sept 18	3 mas'ed B. schr	252	Roberts	A. R. Tilby	Hankow	To-day
Shandon	Dec 5	B. ship	114	Wighton	Moses and Co	Ningpo	cld 6 inst
Shantung	Dec 5	A. str.	361	Peele	Augustine Heard and Co		
Speck	Nov 30	A. lug	50	Coulter	Frazar and Co.	Hankow	Imdt.
St. Anne	Apr 15	Fr. lug	40	Junié			
St. Theodosius	Nov 29	Rus.str	312	Kohler	Order	Ningpo	cld 3 inst
Surprise	Nov 13	A. ship	1261	Ranlett	Olyphant and Co	Fuchau	Early
Ta Yung	Dec 1	B. str.	124	Lynch	Shaw, Brothers and Co	Ningpo	cld 5 inst
Tartar	Sept 26	A. ship	554	Bennett	Gilman and Co	London	Early
Thor	Nov 30	Da. bg	209	Jepsen	Geo. Barnet and Co		
Tung Yu	Dec 5	B. ship	1136	Taylor	Shaw, Brothers and Co		
Victor	Oct 18	A. ship	746	Crowell	Augustine Heard and Co		
Wandering Wave	Nov 10	A. schr	154	Craven	Edward Byrne	H.kow & Ports	Early
Water Witch	Nov 20	B. bark	236	Norris	Blain, Tate and Co	Nagasaki	Early
Wilhelmine	Nov 20	Da. bk	243	Stallknecht	Bourjau, Hubener and Co	Swatow	Early.
Willamette	Dec 4	A. str.	413	Perkins	Russell and Co	H'kow & Ports	10th inst
Zingara	Dec 5	Chi.str.		McKenzie	Imperial Maritime Customs		

EXPORT *of* SILK *from* SHANGHAI *to* GREAT BRITAIN, *the* CONTINENT *of* EUROPE, *and* INDIA, *direct, and* COASTWISE,—*from* 1*st July*, 1861, *to dates.*

Sailed	Ship's Name	Tons	For	*Raw* *China*	*Raw* *Japan*	*Thrown*	TOTAL bales	*Coarse*	*Waste*	*Cocoons*
July 3	Ly-ee-moon, str.,	369	Hongkong	101			101			
.. 4	Azof, str.,	476	do	1,012	166	23	1,201			
.. 11	Carthage, str.,	500	do			11	11			
.. 12	Chrysolite,	471	London	11			11			
.. 13	Sharpshooter,	481	do	241	19	31	291	13		
.. 15	Challenger,	698	do	338	113		451			16
.. 19	Aden, str.,	507	Hongkong	1,984	322	29	2,335			
Aug. 2	Jubilee,	764	London	443	62		505		14	
.. 4	Aden, str.,	507	Hongkong	2,129	64	66	2,259			
.. 8	Egean,	307	London	885			885			
.. 18	Emeu, str.,	1512	Hongkong	2,541	421	47	3,009			
.. 20	Pomaise,	887	London	722	8		730			11
.. 22	Charlotte Ann,	435	do	555			555		11	70
.. 24	Wynaud,	521	do	404	24	48	476			
.. 25	Yang-tsze, str.,	700	Hongkong	6			6			
Sept 3	Ly-ee-moon, str.,	369	do		1		1			
.. 3	Carthage, str.,	500	do	20		10	30			
.. 4	Aden, str.,	507	do	2,625	38	63	2,726			
.. 13	Assyrian,	555	London	826			826			
.. 14	Cometa	140	Manila	49			49			
.. 16	Pegasus,	525	do	164		10	174			
.. 28	Ballarat,	712	do	1,487		10	1,497			
.. 22	Aden, str.,	507	Hongkong	1,845	12	89	1,946			
.. 30	Queen of the Ocean,	670	London	395			395			
Oct 2	Raleigh	367	do	308		20	328			
.. 6	Cadiz, str.,	481	Hongkong	1,246	560	35	1,841			
.. 17	Carthage, str.,	500	do	1		3	4			
.. 19	Ly-ee-moon, str.,	369	do	40		3	43			
.. 23	Mallard	637	London	501			501		19	
.. 23	Solent	732	do	519			519		30	
.. 25	Aden, str.,	507	Hongkong	1,658	451	32	2,141			
.. 29	Spirit of the Deep,	629	London	150	108		258			
.. 30	Kate Carnie,	549	do	945		37	982		49	
Nov 2	Drusus,	398	do	545	84		629			
.. 8	Cadiz,	481	Hongkong	2,232	132	73	2,437			
.. 9	Waloonga,	549	London	407			407	14		
.. 10	Cyclone,	594	do	698	77	22	797			
.. 12	Capiolani,	533	Fuchau	16			16			
.. 21	Anglo-Saxon,	693	London	470		52	522			
.. 23	Nuevo Constante,	203	Manila	25			25			
.. 24	Aden,	507	Hongkong	1,907	210	58	2,175			
.. 25	Queen Bee,	726	London	415			415		13	
.. 25	Rapido,	299	do	1,163	36		1,199		7	
.. 28	Nuevo Lepanto,	203	Manila	24			24			
Dec. 4	Lansdowne,	715	London	808	10		818			
.. 4	Ly-ee-moon, str.,	369	Hongkong							
.. 5	Velox,	571	London	387			387			
.. 5	Volunteer,	418	Fuchau	30			30			

EXPORT *of* SILK *from* SHANGHAI *to the* UNITED STATES.

From 1*st July*, 1861, *to date.*

Sailed	Ship's Name	Tons	For	*Raw Silk* peculs	*Other Silk* bales	*Silk Piece Goods* pieces
Aug. 9	Union,	1012	New York,	73:60	4:78	
Nov 16	Little Edith,		do		6:13½	

EXPORT *of* TEA *from* SHANGHAI *to* GREAT BRITAIN *(direct)*,—*from* 1*st July*, 1861.

Sailed	Ship's Name	Tons	For	*Congou*	*Souchong*	*Oolung*	*Flowery Pekoe*	*Sorts* Including Japan Tea	TOTAL *Black* lbs	*Young Hyson*	*Hyson*	*Hyson Skin*	*Twankay*	*Imperial*	*Gunpowder*	*Sorts* Including Japan Tea	TOTAL *Green* lbs	GRAND TOTAL lbs
July 12	*Chrysolite,*	471	London,	561,135					561,135	8,193	373		552	325	3,016		12,459	573,594
... 13	*Sharpshooter,*	481	London,	326,365				49,067	375,432	43,652	7,897	8,477	2,916	5,132	11,099		79,173	454,605
... 18	*Challenger,*	608	London,	481,044			17,656	36,667	535,367	54,911	26,729		6,343	8,429	27,769		124,181	659,548
Aug. 2	*Jubilee,*	764	London,	422,537				60,643	483,180	121,793	44,537		21,983	17,187	109,713		315,213	798,393
... 8	*Egean,*	307	London,	261,306					261,306	16,412	7,323		2,691	976	1,716		29,118	290,424
... 20	*Pomaise,*	837	London,	651,935	19,771		8,565	1,947	682,218	122,544	25,738		13,820	4,928	39,943		206,973	889,191
... 22	*Charlotte Ann,*	435	London,	175,905				29,617	205,522	31,143	876		4,264	2,497	48,640		87,420	292,942
... 24	*Wynaud,*	521	London,	300,645			48,645		349,290	76,580	27,761		765	3,227	77,451		185,784	535,074
Sept. 13	*Assyrian,*	555	London,	268,283		24,001	36,069	13,069	341,820	102,031	6,971	40,573	17,905	30,642	73,973		273,085	614,905
... 16	*Pegasus,*	525	London,	458,932			51,482		510,414	19,336			2,231		37,309		58,876	569,290
... 28	*Ballarat,*	712	London,	552,309			2,924		555,233	48,892	7,755		3,463	6,977	78,438		145,520	700,753
... 28	*Margaret Dundas,*	341	London,	357,179					357,179									357,179
... 30	*Queen of the Ocean,*	670	London,	640,040		2,355			642,395	29,803	1,184		2,021	7,241	59,773		100,022	742,417
Oct. 2	*Raleigh,*	467	London,	456,604		56,510	8,053	16,091	537,258	22,457	11,620		2,337	2,776	27,808		66,998	604,256
.. 23	*Wellington,*	402	Liverpool,	331,097					331,097	56,355	2,751		2,260	7,671	71,196		140,233	471,330
... 23	*Mallard,*	637	London,	538,883			40,499	2,484	581,866	64,360	4,280		4,518	16,731	57,276		147,165	729,031
... 23	*Solent,*	732	London,	468,279			22,140	26,081	516,400	82,805	50,522		1,133	54,359	109,012		297,831	814,231
... 29	*Spirit of the Deep,*	629	London,	435,424			22,140	26,081	483,645	75,507	3,480		357	22,661	96,344		198,349	681,994
... 30	*Kate Carnie,*	540	London,	369,439	20,749				390,188	32,084	20,780		2,257	1,182	108,901		165,213	555,401
Nov. 2	*Drusus,*	398	London,	303,158			25,253		328,411	16,064	5,843		3,059	6,302	4,809		36,767	365,178
... 9	*Wagoola,*	549	London,	567,461				7,787	575,248	7,600	7,795			4,206	49,027		68,718	643,966
.. 10	*Cyclone,*	594	London,	558,012			22,552	15,067	595,631	20,160	780		1,520	14,579	26,766		63,805	659,436
... 24	*Anglo-Saxon,*	693	London,	713,635					713,635	45,333	1,701		2,640	7,219	44,651		101,544	815,179
... 25	*Queen Bee,*	726	London,	532,876					532,876	112,516	35,239	384	4,975	19,861	120,681		293,656	826,532
... 25	*Rapido,*	299	London,	150,949					150,949	21,077	17,083			3,180	24,040		65,380	216,329
... 26	*The Cedars,*	356	Liverpool,	340,728		520		16,440	357,688	8,483	37,752		1,161		17,436		64,832	422,520
Dec. 3	*Lansdowne,*	715	London,	532,067			65,729		597,796	17,291	5,002			3,164	46,271	34,387	107,015	704,811
... 5	*Velox,*	571	London,	534,575					534,575	56,084	24,727	1,037	6,027	8,903	15,833		113,511	648,086

EXPORT *of* TEA *from* SHANGHAI *to the* UNITED STATES,—*from* 1*st July*, 1861.

Sailed	Ship's Name	Tons	For	*Congou*	*Souchong*	*Oolung*	*Flowery Pekoe*	*Sorts* Including Japan Tea	TOTAL *Black* lbs	*Young Hyson*	*Hyson*	*Hyson Skin*	*Twankay*	*Imperial*	*Gunpowder*	*Sorts* Including Japan Tea	TOTAL *Green* lbs	GRAND TOTAL lbs
Aug. 9	*Union,*	1012	New York,							320,243		73,253	53,300	58,396	127,389	121,199	753,789	753,789
Sept. 28	*Leichardt,*	580	New York,		575	29,400			29,975	239,367	31,225	41,372	78,163	83,473	58,544		527,144	557,119
Nov. 16	*Little Edith,*	571	New York,	6,871					6,871	388,109	56,001	1,235	78,733	87,124	112,631		673,833	680,704
... 17	*Queen of May,*	314	New York,	35,824					35,824	143,729	12,715	6,511	61,157	37,169	9,856		271,137	306,961

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